

LIST YOUR DWELLINGS AND STORE-ROOMS WITH US FOR THE SPRING MOVING SEASON. We are having MORE RENTAL APPLICATIONS than we can accommodate.

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THE L. A. KINSEY CO.,
INCORPORATED.
CAPITAL, \$25,000—FULL PAID.

Chicago Grain and Provisions,
New York Stocks.

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Commercial Union of New York.
Fidelity and Casualty of New York.
Money-Money-Money to Loan.

C. F. SAYLES,
135 East Market Street.

SHORTAGE OF EQUIPMENT
HEAVY MOVEMENT OF MERCHANDISE
AND MANUFACTURING GOODS.

Rates Continue Firm—Larger Locomotives Revolutionizing the Cost of Hauling Freight.

Railway officials who visit Indianapolis from day to day are unanimous in opinion that the state of general business as reflected by the railroads is most encouraging.

From many sections come reports of heavy movement of local traffic, which indicates activity in manufacturing centers. This increased business is largely due to the flourishing condition of manufacturing in Eastern, Central and Southern States.

Pennsylvania lines report a heavy movement of merchandise, the number of loaded cars handled last month being greater than in any previous month in the history of the roads; the record was beaten by 10,000 cars.

During the month 17,322 loaded cars passed through Mifflin, on the middle division. The heaviest day's traffic was handled March 25, when 6,746 cars passed through Mifflin.

Reports from the Pittsburgh district are that the car shortage has been very great, and that railroads have been losing money every day because unable to handle freight.

No better evidence of the transportation demand of growing business could be furnished than that a system which constantly uses 100,000 freight cars should find its facilities for moving freight inadequate.

A Baltimore & Ohio official has been quoted as saying that the company loses from 500 to 750 cars of freight a day from want of equipment, and yet the company has been buying cars steadily for several years. Most of the rush is in shipments for home demand, a great deal of agricultural and mining machinery being moved East and West.

Both the South and the West have been heavy buyers of freight cars, and the disposition seems to be to bring stocks up to a state of completeness. Rates remain firm, and there is a belief that the opening of the lake lines and canals will not affect the general situation.

Traffic officials of Western roads have expressed renewed instructions from their respective presidents that under no circumstances may they deviate in the slightest degree from the letter or spirit of the agreement with the Interstate-commerce Commission for the maintenance of traffic rates.

Mammoth Locomotives.
The Big Four Company expects to receive its new freight locomotive from the Richmond locomotive works to-day. This locomotive is the most powerful ever used on Indianapolis lines, weighing fully 20,000 pounds more on its drivers than any freight locomotive now in use on the road. It is of the Mastodon type, and in working order weighs 36,000 pounds. It is expected this locomotive will haul 25 per cent. more loaded cars over any grade on the Big Four lines than will any locomotive now on the road, and as a fuel economizer the best results are looked for. So superior have the passenger engines built for the Big Four been in their performance to any passenger engine before, that the locomotive that is coming of this engine is anticipated with more than ordinary interest with superlatives of its power. It is not so long ago that twenty-four loaded cars were thought to be a maximum train, and now the Big Four are competing with the coming of these new engines, the tendency has been toward lower rates, and the Big Four are now hauling a considerable number of cars per mile, and the Big Four are now hauling a considerable number of cars per mile, and the Big Four are now hauling a considerable number of cars per mile.

Investigation Ordered.
The Interstate-commerce commission has ordered an investigation in regard to relative rates charged by carriers of domestic and export shipments of grain and grain products to north Atlantic and Gulf ports. It is alleged that the present differentials on export and domestic rates to such ports violate the provisions of the act of March 3, 1875, entitled "An act to regulate commerce between the several States and Territories, and with foreign countries."

The investigation is being conducted by the Interstate-commerce commission, and the results will be reported to the commission within a short time.

Unappreciated Science.
I think the way that, if these scientific-minded people go on making disagreeable discoveries, the time will very soon come when the world will be a very different place from what it is now. I was walking one evening with a young woman who was a rabid anti-microbe. She was very much alarmed at the thought of the danger of the microbes, and she was very much alarmed at the thought of the danger of the microbes, and she was very much alarmed at the thought of the danger of the microbes.

Personal, Local and General Notes.
The Washburn is increasing the pay of its skilled workmen in shops 10 per cent.

Both the Chicago, Burlington & Quincy and the Missouri Pacific will place commercial agents at Cleveland.

L. H. Miller, superintendent of the Vandenberg, is expected to return from his pleasure trip to New Orleans.

J. J. Hazzard, formerly of this city, now general agent of the Fort Arthur route, is in the city on a business trip.

The Pennsylvania has increased its orders with the Baldwin locomotive works for twenty-five engines of the consolidated type.

A. J. Barnard, general manager of the Peoria & Eastern, who has been in New York City several days, is expected home to-day.

The story is revived that the Vanderbilts contemplate consolidating all the fast freight lines into one west-bound and east-bound line.

John F. Miller, general superintendent of the Pennsylvania's Southwestern system, was in the city yesterday, and was selected chairman of the meeting of the board of directors of the Pennsylvania.

managers of the Union Railway Company. The business transaction yesterday was entirely routine.

Edwin J. Strickland, the oldest engineer in time of service on the New York, New Haven & Hartford, died at New Haven on Sunday of the yellow fever.

The Washburn is purchasing ground at Logansport preparatory to changing its tracks and building a new line to the city.

There is no foundation for the rumor that the Washburn is planning to build a new line to the city.

Joseph, South Bend & Southern, formerly the St. Joseph division of the Vanderbilt.

General Passenger Agent, J. H. Miller, of the Burlington-Missouri river line, has issued a letter setting out in detail the mileage of the road, its equipment and its attractions.

Payment of excessive commissions on tickets is again making trouble in the Western Passenger Association, and it is expected that a passenger rate war is predicted between the Western and the Eastern.

Gay Bender, son of George Bender, of the Big Four, has been transferred from the office in Kansas City to the office of H. F. Hoadley, superintendent of the Big Four between Cincinnati and Kansas City.

Capt. Alfred C. Nickle, who has been connected with the Chicago & North Western, has been transferred to the Richmond Steamship Company for thirty years.

The line is operated in the interest of the Chicago & North Western, and the line is operated in the interest of the Chicago & North Western.

A corps of engineers from the general office of the Grand Rapids & Indiana Railroad, has been sent to the city to survey a road projected to run from there to Cambridge.

An Eastern financial paper in commenting on the manner the Cincinnati, Hamilton & Dayton lines are operated, says that the line is operated in the interest of the Cincinnati, Hamilton & Dayton lines.

Edward Irish, one of the veteran engineers on the Washburn line, who had a leg broken in a wreck near Delhi, a few days ago, and who was taken to the city for treatment, is critically ill with pneumonia.

E. F. Cost, freight traffic manager of the Big Four lines, is in the city yesterday calling on shippers, going to Chicago to attend to the business of the Big Four.

He is expected to increase shipments of grain under the reduced rate that became effective yesterday.

The Mobile & Ohio, within twelve months, it is said, will be running its cars into the Chicago Grand Central station, and the Pennsylvania line will enter into direct competition for the Gulf trade with the Chicago & North Western.

Charles Finner, formerly of this city, in the service of the Big Four, left yesterday for New York to take his new position with the Erie Railroad.

His contract is for three years at a salary of \$2,000 per annum.

A. J. Gray, P. M., of the Chicago & North Western, is in the city yesterday, and is expected to increase shipments of grain under the reduced rate that became effective yesterday.

A discharged Grand Island locomotive engineer has sued the company for \$2,000 damages, alleging that he is unable to secure employment on any of the roads.

He is expected to increase shipments of grain under the reduced rate that became effective yesterday.

A. J. Faller, agent of the Baltimore & Ohio at Columbus, O., has resigned to accept the position of passenger and freight agent of the Baltimore & Ohio at Columbus, O.

He is expected to increase shipments of grain under the reduced rate that became effective yesterday.

Conductors on the Southwestern limited over the Big Four, between Cleveland and St. Louis, and of the Knickerbocker express between Chicago and St. Louis, are expected to increase shipments of grain under the reduced rate that became effective yesterday.

These trains have been run never before have they carried as many people as at present.

Lucius Wakeley, general passenger agent of the Chicago & North Western, is in the city yesterday, and is expected to increase shipments of grain under the reduced rate that became effective yesterday.

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A party of surveyors is in the field surveying a line from Center Point, Ind., southwardly. Center Point is now the southern terminus of a coal road, and it is expected that the new road, if built, will be operated in connection with the coal road.

A considerable number of tourists are traveling, but as this business is divided among many lines, each one it appears, is not doing very well.

There are reports of a slight shading of the authorized rate in negotiating for the new rate, but it is expected that the rate will be fixed at once.

A special train of over seven private cars, one compartment car, one sleeping car, one dining car, and one baggage car, is expected to increase shipments of grain under the reduced rate that became effective yesterday.

The train is expected to increase shipments of grain under the reduced rate that became effective yesterday.

Chicago & North Western, and Vice President J. T. Harrah, of the Chicago & North Western, is in the city yesterday, and is expected to increase shipments of grain under the reduced rate that became effective yesterday.

He is expected to increase shipments of grain under the reduced rate that became effective yesterday.

Gen. A. S. Kimball, depot quartermaster of the United States army in New York City, has sent to Lyman McCarty, general agent of the Chicago & North Western, a letter of thanks for the service rendered by the Chicago & North Western in the transportation of the United States army in New York City.

He is expected to increase shipments of grain under the reduced rate that became effective yesterday.

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STOCK MARKET STRONG

Secretary of the Board of Trade, ruled as follows:—

Wheat—No. 1 red, 2 1/2; No. 2 red, 2 1/4; No. 3 red, 2 1/4; No. 4 red, 2 1/4; No. 5 red, 2 1/4; No. 6 red, 2 1/4; No. 7 red, 2 1/4; No. 8 red, 2 1/4; No. 9 red, 2 1/4; No. 10 red, 2 1/4; No. 11 red, 2 1/4; No. 12 red, 2 1/4; No. 13 red, 2 1/4; No. 14 red, 2 1/4; No. 15 red, 2 1/4; No. 16 red, 2 1/4; No. 17 red, 2 1/4; No. 18 red, 2 1/4; No. 19 red, 2 1/4; No. 20 red, 2 1/4; No. 21 red, 2 1/4; No. 22 red, 2 1/4; No. 23 red, 2 1/4; No. 24 red, 2 1/4; No. 25 red, 2 1/4; No. 26 red, 2 1/4; No. 27 red, 2 1/4; No. 28 red, 2 1/4; No. 29 red, 2 1/4; No. 30 red, 2 1/4; No. 31 red, 2 1/4; No. 32 red, 2 1/4; No. 33 red, 2 1/4; No. 34 red, 2 1/4; No. 35 red, 2 1/4; No. 36 red, 2 1/4; No. 37 red, 2 1/4; No. 38 red, 2 1/4; No. 39 red, 2 1/4; No. 40 red, 2 1/4; No. 41 red, 2 1/4; No. 42 red, 2 1/4; No. 43 red, 2 1/4; No. 44 red, 2 1/4; No. 45 red, 2 1/4; No. 46 red, 2 1/4; No. 47 red, 2 1/4; No. 48 red, 2 1/4; No. 49 red, 2 1/4; No. 50 red, 2 1/4; No. 51 red, 2 1/4; No. 52 red, 2 1/4; No. 53 red, 2 1/4; 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